

The Hongkong Telegraph.

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NEW SERIES No. 5261

號二初月八年二十三緒光

WEDNESDAY, SEPTEMBER 19, 1906.

三拜禮

號九十月九英曆

500 PER ANNUM
10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Silver Reserve.....\$2,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAYTT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.,
E. Goetz, Esq.,
Hon. Mr. W. J. Gresson,
C. R. Lenzmann, Esq.,
D. M. Nissim, Esq.,
A. J. Raymond, Esq.,
R. Shaw, Esq.,
N. A. Siebs, Esq.,
H. E. Tomkins, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND CANTON BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4½ per Cent. per Annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsingtau
Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Manager.
Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegay, Pecalongan, Paseroogan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Telok-Seinawe (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per annum on daily balances.
Fixed Deposits 12 months 4½ per annum.
Do. 6 do. 4½ do.
Do. 3 do. 3½ do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.
Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.
Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 10,300,000
SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHANG.
SAN FRANCISCO. MUKDEN.
HOMBAI. PORT ARTHUR.
TIENTSIN. CHEFOO.
PEKING. DALNY.
Kobe. TIE-LING.
OSAKA.
LONDON. NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months 4½ per cent.

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" " 3228 " " " " " 3240 " " " " " 3252 " " " " " 3264 " " " " " 3276 " " " " " 3288 " " " " " 3300 " " " " " 3312 " " " " " 3324 " " " " " 3336 " " " " " 3348 " " " " " 3360 " " " " " 3372 " " " " " 3384 " " " " " 3396 " " " " " 3408 " " " " " 3420 " " " " " 3432 " " " " " 3444 " " " " " 3456 " " " " " 3468 " " " " " 3480 " " " " " 3492 " " " " " 3504 " " " " " 3516 " " " " " 3528 " " " " " 3540 " " " " " 3552 " " " " " 3564 " " " " " 3576 " " " " " 3588 " " " " " 3600 " " " " " 3612 " " " " " 3624 " " " " " 3636 " " " " " 3648 " " " " " 3660 " " " " " 3672 " " " " " 3684 " " " " " 3696 " " " " " 3708 " " " " " 3720 " " " " " 3732 " " " " " 3744 " " " " " 3756 " " " " " 3768 " " " " " 3780 " " " " " 3792 " " " " " 3804 " " " " " 3816 " " " " " 3828 " " " " " 3840 " " " " " 3852 " " " " " 3864 " " " " " 3876 " " " " " 3888 " " " " " 3900 " " " " " 3912 " " " " " 3924 " " " " " 3936 " " " " " 3948 " " " " " 3960 " " " " " 3972 " " " " " 3984 " " " " " 3996 " " " " " 4000 " " " " " 4012 " " " " " 4024 " " " " " 4036 " " " " " 4048 " " " " " 4060 " " " " " 4072 " " " " " 4084 " " " " " 4096 " " " " " 4108 " " " " " 4120 " " " " " 4132 " " " " " 4144 " " " " " 4156 " " " " " 4168 " " " " " 4180 " " " " " 4192 " " " " " 4204 " " " " " 4216 " " " " " 4228 " " " " " 4240 " " " " " 4252 " " " " " 4264 " " " " " 4276 " " " " " 4288 " " " " " 4300 " " " " " 4312 " " " " " 4324 " " " " " 4336 " " " " " 4348 " " " " " 4360 " " " " " 4372 " " " " " 4384 " " " " " 4396 " " " " " 4408 " " " " " 4420 " " " " " 4432 " " " " " 4444 " " " " " 4456 " " " " " 4468 " " " " " 4480 " " " " " 4492 " " " " " 4504 " " " " " 4516 " " " " " 4528 " " " " " 4540 " " " " " 4552 " " " " " 4564 " " " " " 4576 " " " " " 4588 " " " " " 4600 " " " " " 4612 " " " " " 4624 " " " " " 4636 " " " " " 4648 " " " " " 4660 " " " " " 4672 " " " " " 4684 " " " " " 4696 " " " " " 4708 " " " " " 4720 " " " " " 4732 " " " " " 4744 " " " " " 4756 " " " " " 4768 " " " " " 4780 " " " " " 4792 " " " " " 4804 " " " " " 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" " 5612 " " " " " 5624 " " " " " 5636 " " " " " 5648 " " " " " 5660 " " " " " 5672 " " " " " 5684 " " " " " 5696 " " " " " 5708 " " " " " 5720 " " " " " 5732 " " " " " 5744 " " " " " 5756 " " " " " 5768 " " " " " 5780 " " " " " 5792 " " " " " 5804 " " " " " 5816 " " " " " 5828 " " " " " 5840 " " " " " 5852 " " " " " 5864 " " " " " 5876 " " " " " 5888 " " " " " 5900 " " " " " 5912 " " " " " 5924 " " " " " 5936 " " " " " 5948 " " " " " 5960 " " " " " 5972 " " " " " 5984 " " " " " 5996 " " " " " 6000 " " " " " 6012 " " " " " 6024 " " " " " 6036 " " " " " 6048 " " " " " 6060 " " " " " 6072 " " " " " 6084 " " " " " 6096 " " " " " 6108 " " " " " 6120 " " " " " 6132 " " " " " 6144 " " " " " 6156 " " " " " 6168 " " " " " 6180 " " " " " 6192 " " " " " 6204 " " " " " 6216 " " " " " 6228 " " " " " 6240 " " " " " 6252 " " " " " 6264 " " " " " 6276 " " " " " 6288 " " " " " 6300 " " " " " 6312 " " " " " 6324 " " " " " 6336 " " " " " 6348 " " " " " 6360 " " " " " 6372 " " " " " 6384 " " " " " 6396 " 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7192 " " " " " 7204 " " " " " 7216 " " " " " 7228 " " " " " 7240 " " " " " 7252 " " " " " 7264 " " " " " 7276 " " " " " 7288 " " " " " 7300 " " " " " 7312 " " " " " 7324 " " " " " 7336 " " " " " 7348 " " " " " 7360 " " " " " 7372 " " " " " 7384 " " " " " 7396 " " " " " 7408 " " " " " 7420 " " " " " 7432 " " " " " 7444 " " " " " 7456 " " " " " 7468 " " " " " 7480 " " " " " 7492 " " " " " 7504 " " " " " 7516 " " " " " 7528 " " " " " 7540 " " " " " 7552 " " " " " 7564 " " " " " 7576 " " " " " 7588 " " " " " 7600 " " " " " 7612 " " " " " 7624 " " " " " 7636 " " " " " 7648 " " " " " 7660 " " " " " 7672 " " " " " 7684 " " " " " 7696 " " " " " 7708 " " " " " 7720 " " " " " 7732 " " " " " 7744 " " " " " 7756 " " " " " 7768 " " " " " 7780 " " " " " 7792 " " " " " 7804 " " " " " 7816 " " " " " 7828 " " " " " 7840 " " " " " 7852 " " " " " 7864 " " " " " 7876 " " " " " 7888 " " " " " 7900 " " " " " 7912 " " " " " 7924 " " " " " 7936 " " " " " 7948 " " " " " 7960 " " " " " 7972 " " " " " 7984 " " " " " 7996 " " " " " 8000 " " " " " 8012 " " " " " 8024 " " " " " 8036 " " " " " 8048 " " " " " 8060 " " " " " 8072 " " " " " 8084 " " " " " 8096 " " " " " 8108 " " " " " 8120 " " " " " 8132 " " " " " 8144 " " " " " 8156 " " " " " 8168 " " " " " 8180 " " " " " 8192 " " " " " 8204 " " " " " 8216 " " " " " 8228 " " " " " 8240 " " " " " 8252 " " " " " 8264 " " " " " 8276 " " " " " 8288 " " " " " 8300 " " " " " 8312 " " " " " 8324 " " " " " 8336 " " " " " 8348 " " " " " 8360 " " " " " 8372 " " " " " 8384 " " " " " 8396 " " " " " 8408 " " " " " 8420 " " " " " 8432 " " " " " 8444 " " " " " 8456 " " " " " 8468 " " " " " 8480 " " " " " 8492 " " " " " 8504 " " " " " 8516 " " " " " 8528 " " " " " 8540 " " " " " 8552 " " " " " 8564 " " " " " 8576 " " " " " 8588 " " " " " 8600 " " " " " 8612 " " " " " 8624 " " " " " 8636 " " " " " 8648 " " " " " 8660 " " " " " 8672 " " " " " 8684 " " " " " 8696 " " " " " 8708 " " " " " 8720 " " " " " 8732 " " " " " 8744 " " " " " 8756 " " " " " 8768 " " " " " 8780 " 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Intimations.

Powell's

ALEXANDRA

BUILDINGS

SEE

LARGE

WINDOW

for

SPECIAL SHOW

of

MIRZAPORE
RUGS

VARIOUS SIZES,

\$18.50

to

\$60.00

Each.

SPLENDID

VALUE.

W.M. POWELL,
LTD.,

Complete

House Furnishers,

HONGKONG.

Hongkong, 12th September, 1906.

Intimations.

K. A. J. OROTIMALL & CO.,
-8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.NOTICE is hereby given that BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, Registered Office, Cecil Cham-
bers, 36, Strand, London, W.C., England;
Tobacco Manufacturers, has on the 8th day
of May, 1906, applied for the registration in
Hongkong in the Register of Trade Marks of
the following Trade Marks:—In the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim to
be the sole proprietors thereof.The Trade Marks have been used by the
applicants in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 19th day of July, 1906.

DENNY & BOWLEY,
Solicitors for the Applicants.

750]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR:

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY-PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFAC-
TURERS AND DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

Intimations.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
OF THE MEMBERS of the above Club
will be held in the Pavilion, on WEDNESDAY,
the 26th instant, at 5.30 P.M.By Order of the Committee,
A. R. LOWE,
Secretary and Treasurer.

Hongkong, 18th September, 1906. [974]

GOVERNMENT OF BRITISH NORTH
BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRE-
TARY to the GOVERNOR at Jesselton, on
or before 26th October, 1906, for the following
REVENUE FARMS for the year 1907, or for
the three years 1907, 1908, 1909.

OPIUM FARM.

SPIRIT LICENSE FARM.

PAWNBROKING FARM.

CUSTOMS FARM.

GAMBLING RESTRICTION FARM.

For Particulars, apply to—
GIBB, LIVINGSTON & Co.,
Hongkong.

Hongkong, 1st August, 1906. [790]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
Hongkong, 28th May, 1906. [180]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1906. [4]

S.S. "OCEANIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Malapan* and *Guadiana*, from Havre
ex s.s. *Frederic Merle*, in connection with above
Steamers are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 24th September, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 24th September, or they will not be recog-
nised.All damaged packages will be examined on
MONDAY, the 24th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th September, 1906. [11]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undeliv-
ered after the 21st instant will be subject to
rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 21st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th September, 1906. [918]

"PECULIAR" PEOPLE AGAIN.

"TRUST IN THE LORD AND NOT IN
DOCTORS."Of late we seem to have been regaled with
numerous instances of bigotry of certain
"sects" whose alleged "trust in the Lord" has
been responsible for the sacrifice of lives that
might have been saved or sufferings alleviated
had medical aid been summoned in cases of
illness.Giving evidence before the Canning Town
Magistrate on 16th ult., William Copey, a car-
man, and a member of the sect known as the
"Peculiar People," said he did not call the
doctor to his dying child Irene, because he
trusted in the Lord.When two months old the infant fell ill, and
he called an elder in. After that everything
went well until Sunday, when it was seized
with diarrhoea. Weak brandy and water was
administered.

SENT FOR THE "ELDER."

The Coroner: What did you do when it
seemed to be in pain?—We called the elder in.
Did you do anything for it?—We prayed for
it, and gave it some food.Did it do it any good?—It was easier after it.
On the Tuesday night when I got home Brother
Benton, the elder, was there.What was done then?—The elder anointed
it in the name of the Lord, and laid hands on
it; and we prayed for it. It got easier after
that. The elder stayed some time.What happened after he went away?—His
wife came, and she attended to the child.

The child had never had a doctor?—No.

Dr. Angus Kennedy, who made a post-
mortem, said death was due to exhaustion.Medical attention would certainly have relieved
the child.Are you prepared to say you could have
saved the child's life?—No, I don't think
so—that is a thing one cannot say positively.

THE ELDER'S EVIDENCE.

John Benton, the elder, said that when he
was called in to see the child it did not seem
very bad. He performed the rites on the two
days that he was called in. It was true that
some people only called the elders in, when
they thought the child was bad.In returning a verdict of "Death from
natural causes," the jury considered that a
doctor should have been called in.JAPANESE SEALERS IN THE
NORTH.

EXTRAORDINARY STORY.

ALLEGED BRIBERY OF RUSSIAN OFFICIALS
BY POACHERS.The *Chu-shi Shogyo Shimpu*, a Tokyo com-
mercial journal, publishes an account of a
serious affray between Japanese fishermen and
Russians, in which 17 Russians and one Japa-
nese were killed. It appears that in June last
the *Futami-maru*, a schooner owned by the
Narumi Shoen, a Japanese firm in Niigata,
and four other schooners proceeded to the fish-
ing-ground of Tsuborotska(?), Kamchatka, with
the intention of poaching. On July 30th these
schooners were discovered by the Russian
authorities, who ordered them away. The
captains of the schooners held a consultation,
and proposed to bribe the Russian officers to
be allowed to continue their fishing in forbid-
den water. The Russian officials agreed to
fall in with the suggestion upon payment of
Y1,500. The Japanese had left on shore a
quantity of salted fish and fishing-gear, and
they insisted that the money should not be paid
until the fish and gear had been safely shipped.
The Russians, however, demanded immediate
payment, and while the point was being dispu-
ted a man named Suzuki, interpreter on board
the *Futami-maru*, drew a sword and cut down
the chief Russian officer, and four other Rus-
sians. In the fighting which ensued 17 Rus-
sians were killed, and only two escaped. On the
Japanese side only one man was killed, two or
three other being injured.On the 17th ultimo the schooners arrived at
Aikoku, on the east coast of Saghalien. The
vessels experienced some little difficulty in
leaving Kamchatka on account of the low
tide. In the meantime two Russians who had
escaped gave the alarm, and a party of armed
Russians turned out, but at that moment the
schooners succeeded in getting under way and
so made good their escape.It will be remembered that two Japanese
sealing-vessels, the *Daitan Taiyo-maru* and
the *Taifuku-maru* were captured recently by a
Russian warship off the coast of Kamchatka,
and taken to Petropavlovsk. Mr. Sumi
Risuke, the president of the Toba Shokai,
owners of the *Taifuku-maru*, addressed a
memorial to the Foreign Office on the 29th ult.
in reference to the incident, which reads sub-
stantially as follows:—"The *Taifuku-maru*
was seized by the Russians only on suspicion
of poaching, for which there was no evidence
in support. The point where the vessel was
seized is eight miles from the coast of
Russian territory, on the high seas. The action
of the Russians is unlawful, and should not
be allowed to pass in silence. The hidden
store of wealth in the northern seas has been
exposed by Japanese deep-sea fishermen, and
the large profit derived from this industry is
growing to be a great source of revenue to
Japan."The action of Russia in violating the in-
dependence of the high seas is at variance with
the law of nations, and a direct menace to
Japanese business interests. It is to be hoped,"
says the memorial, "that the interests of Japa-
nese will be fully safeguarded, and their right to
fish in the open waters beyond the usual limit
firmly established. At the same time, Russia
should pay the company compensation for the
loss resulting from their unlawful act in seiz-
ing the ship. Damages for the loss of the vessel,
gear, and the catch, fares for the transit of
the crew, etc., in addition to legal interest on
the total damage from the date of seizure to the
date of settlement should be demanded by the
Government."—*Japan Chronicle*.

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE
CONCERTwill be held on the
VOLUNTEER PARADE GROUND,
TO-MORROW,September 20th, at 9.15 P.M.,
and if wet that night, then on Friday,
the 21st September.

Tickets (\$2. and \$1)

may be obtained from Volunteer Headquarters
and from Messrs. Kelly & Walsh.

Hongkong, 19th September, 1906. [911]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1906. [17]

THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Doctors, Nurses, and
others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.THERAPION No. 1 is a re-
markable remedy for the treatment of all discharges from
the urinary organs, effectually superseding injections, bladders
of which does considerable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 2 is a puri-
fying agent, purifying the blood, and removing all impurities
of the system, and is especially useful in the treatment of
all diseases of the skin, such as eczema, scabies, and all the
detracting consequences of dirty eruptions, excess, residence in
hot, unhealthy climates, &c. It possesses surprising power
in restoring strength and vigor to the debilitated.THERAPION No. 3 is sold by the prin-
cipal Chemists and Druggists, and is a valuable remedy for
all diseases of the blood, such as leucorrhoea, and all the
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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
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LIMITED.

ALEXANDRIA BUILDINGS

Hongkong, 4th September, 1906. [31]

DEATH.

Aug. 17, at Bedford, ANN MARY FINCHAM,
widow of late A. Fincham, of Hongkong and
Canton, aged 68.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 19, 1906.

RELIEF FUND—OFFER BY
CHINESE RESIDENTS.

Now that the terrible disaster which overwhelmed Hongkong yesterday has passed, and people have had breathing time to realise the extent of the destruction wrought by the typhoon, it will be realised that the Colony has a duty to perform to those unfortunates who have been desolated by the storm. This is not the time to cavil at officials or departments about matters which can be discussed later, when hundreds of the very poorest of our population are homeless, hopeless and helpless. The native shipping fleet has been devastated by an unhappy visitation, the like of which can hardly be paralleled in the annals of Hongkong, it indeed there be any parallel. The sampans which were formerly one of the features of the Colony are now represented by a few solitary dodos, which may be regarded more in the light of curiosities than important features of the port. Yesterday we published reports as to the destruction of the junk and sampan fleets, which could only give a bird's-eye view of the situation. In face of the widespread effects of the storm it was only possible to speak in general terms of the hundreds of vessels which were sucked into the sea's maw. And to-day, reports no less terrible are coming to hand giving evidence of the ruin and damage resulting from the typhoon. Residents can see the evidences of the Armageddon of the elements on all sides, and they, remembering their duty as members of a civilised community to the weakest survivors, will not be slow to respond to an appeal for relief which we submit, should be issued by the Government without the slightest delay. There are thousands of women and children who have not a roof above their heads, whose plight is so sore that it is difficult to see how it could be worse. For not only are they homeless but they will probably be starving unless something is done for them. It will not do for the Government or any other responsible body to say it is taking time to consider what concerted measures should be taken

to extend relief to these wails. If the present moment when the calamity is fresh in the memory of the public, when the bowls of compassion are opened, and sympathy for the sufferers is heard on every side, if this present moment be allowed to pass without an appeal being made to the pockets of those who have not been touched by the disaster, then the typhoon will be forgotten or only left to linger in the memory as an unusual incident, and appeal after appeal may be issued without effect. Who thinks about the earthquakes at San Francisco and Valparaiso now? Who remembers whether the eruption of Vesuvius was this year or five centuries ago? Who will remember whether there were ten or ten hundred sufferers—women and children—in the Hongkong typhoon a month hence? Unless the appeal is issued at once it will be useless. After the typhoon of 1900 the then Governor, Sir Henry Blake issued an appeal for help on behalf of the sufferers. We are in a position to state authoritatively that the leading members of the Chinese community in Hongkong are prepared to-day to follow the magnificent and spontaneous example they set for themselves in 1900, and contribute handsomely towards any fund which is opened for the relief of the unfortunates. More, we have the authority to state that the money is forthcoming the moment His Excellency Sir Matthew Nathan says the word. It is therefore to be hoped that at the meeting of the Legislative Council tomorrow afternoon definite steps will be adopted to issue either by the Council as a body or Sir Matthew Nathan individually, an appeal on behalf of those who have lost their all in the storm. Whether the Government can afford to make an appropriation towards the relief fund is another question. There is not top much money in the exchequer to meet such an extraordinary emergency as now confronts the Council, but certainly the members will be lacking in their duty if they simply content themselves with passing pious resolutions on the subject. With regard to the destitute who should benefit from a relief fund, we do not suggest that coolie Chinamen should receive a farthing. There is a plenitude of work for them in the Colony at the present moment. Labour is required immediately to repair the damage wrought by the typhoon, and they will not starve. It is the widows and orphans of drowned junk and sampan men who should be assisted to tide over the evil day, and the Government will not have a pleasant record to boast of if it fails to undertake its manifest duty to-morrow by issuing an appeal for relief in its own name or in the name of His Excellency the Governor to which the generous-hearted citizens of Hongkong will surely respond in no niggardly fashion.

LOCAL AND GENERAL.

It is notified that the Secretary of the Arts and Crafts Exhibition will be in the City Hall on Mondays, Wednesdays and Fridays from 2.30 to 5 p.m. to answer any inquiries in connection with the Exhibition.

No change will be made in 1906-7 in the composition of the India troops in the Far East. The native regiments there are—North China, 4th Dogras and 4th Sikhs; South China (Hongkong), 119th India Coy and 129th B. Lancers; Straits Settlements, 95th Russell's Infantry.

The R.M.S. *Empress of India* which left Hongkong on the 30th ult., arrived at Vancouver at 3 p.m. on Monday, 17th inst. This steamer is the first packet carrying mails under the accelerated schedule and the arrival at Vancouver on time will doubtless be interesting to the public at large. The mails are due in London on the 28th inst. per *Empress of Britain*.

At the Criminal Sessions which opened this morning before His Honour the Chief Justice, and a jury at the Supreme Court, the charge of manslaughter against Ip Mani and another details of which we have already published was heard. The Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowleys, Crown Solicitor's Office, prosecuted, prisoners being undefended, the jury returned a verdict of not guilty, and the prisoners were accordingly discharged.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 12.10 p.m.—Signal lowered. On the 19th at 1.10 p.m.—The barometer has risen over Japan and in Hongkong, and fallen over Formosa and Luzon.

A typhoon has crossed Luzon and entered the China Sea. It appears to be situated at present to the N.W. of the island, and to be moving towards W.N.W.

An area of high pressure lies over N. China and the Sea of Japan.

Over the N. part of the China Sea freshening N and N.E. winds are indicated.

Telegraphic communication between the Observatory and Hongkong is interrupted.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, moderate; fair.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamocks, N.E. winds, fresh.

TYPHOON EFFECTS.

PIRATES ON THE "HEUNGSHAN."

BISHOP OF VICTORIA DEAD.

LOOTING AT WANCHAI.

Magnificent Offer by Leaders of the Chinese Community.

The cup of Hongkong's tribulation should be almost filled to the brim by the additional details of havoc and desolation wrought by the typhoon. Yesterday's reports of steamers lost, native craft swamped, and people drowned were sufficiently poignant to harrow the souls of those whose calling does not require them to go down to the sea in ships. It might have been thought that the worst had been told and that the charitably-minded, of whom there is no lack in Hongkong, might be allowed to concentrate their attention on works of relief. But the various statements and accounts gleaned to-day reveal in still greater degree the terrible sufferings endured by hundreds who belonged to the Colony, and what is worse expose the presence of human ghoulia in the city, battering on the misery of their fellow-creatures.

One of the saddest stories which has to be related has reference to the drowning of the Bishop of Victoria, the Right Rev. Joseph Charles Hoare. When we mentioned yesterday that a number of pleasure yachts and "cruisers" had either sunk at their moorings or been swept by the waves in the direction of Kowloon, there to be dashed to pieces, we little dreamt that the Bishop was on board one of those frail craft when it was caught in the swirl of the storm, and that he was among the missing. Indeed, few in the Colony had any idea that his Lordship had a penchant for boating, and when the news percolated through the community to-day it was at first received with open disbelief.

Unfortunately, it seems to be absolutely certain that yesterday morning the Bishop left Hongkong on the "cruiser" *Pioneer*, in company with the boatman and a "boy." The *Pioneer* was one of the small craft which was caught in the black squall. She was driven on the rocks at Castle Peak Bay, and utterly demolished. Not a sign of any of the occupants of the boat has since been seen. Were the Bishop actually on board the "cruiser" he must inevitably have been drowned, for the *Pioneer* was in the thickest of the gale and not a human soul could have lived in the sea. That is the official or police version.

There is another story—which would lead us to believe that possibly the Bishop may have managed to survive the storm, though driven to the greatest straits. It is to the effect that his Lordship was in the habit of journeying on a junk to his outstations and it is suggested that he followed his usual habit on this occasion. There is thus a possibility that he may have outlived the typhoon, and that faint hope is cherished by his family, who are in the utmost agony of concern.

On all occasions when a catastrophe has occurred there have not been wanting ghoulia who reaped their harvest of the dead. It was mooted yesterday that bands of vicious ruffians who had escaped the bonds of the waves were taking advantage of the fact that hundreds of junk and sampan people had been drowned, and that valuable cargo was to be picked up for the taking. That report is confirmed by the fact that 18 Chinese were arrested yesterday on a charge of looting. They may congratulate themselves that they are in Hongkong and not in Western America. When a man was found looting in San Francisco after the earthquake he got short shrift. No questions were asked. He was shot on sight. Here they are arrested. Thirty others were found at the same game at Yau-mat. But these are small sections of the Colony. What about Lyceum whither many junks drifted and were dashed on the rocks?

Valuable cargoes have been scattered all around the adjacent coast. The police are guarding a valuable cargo of silk and other goods which landed in the direction of Wanchai, but the police cannot guard everything and no doubt there are looters at different parts of the island who are reaping a rich reward at their nefarious work.

But the most dangerous feature that has been exposed is the looting of vessels by native passengers. When the *Heungshan* was wrecked on an island near Lantau, the officers gallantly swam to the mainland with life lines and managed to save the majority of the passengers. While the work of rescue was proceeding a number of the passengers turned their attention to the baggage on board. They trusted to fate that their lives were secure, and the frightened crowd on board left the marauders to carry out their work undisturbed. Then they started to go through the luggage. They apparently were no prentice hands at the game for they did their work very effectively. When it was seen that the vessel was in no immediate danger, the officers turned on the robbers. All the Europeans on board were armed, whereupon the gang made a bolt for the island carrying with them the booty they had gathered. All night long the Europeans remained on guard to repulse any attack made by the marauders, but no attempt was made to regain the vessel. One lady whose trunk had been emptied of their effects reached Hongkong in a half-naked condition. It should not be difficult to mark down these pirates, and if it were possible to give them an example of Chinese law so much the better for humanity at large. Captain Innes, the Marine Superintendent of the Hongkong, Canton, and Macao Steamboat Company, has gone to the scene.

A brighter vista is opened when we refer to the gallantry displayed on all sides, by Chinese no less than by Europeans. There is not an Inspector in the Police Force who did not endanger his life a score of times yesterday in order to save life. When the typhoon was at its height, Inspector Gourlay sprang overboard

from his launch, swam to the assistance of a junk and rescued the entire family—men, women and children. That is only one example, but scores of others could be quoted. Right along the Praya, Europeans and Chinese were assisting in the work of rescuing the drowning. Some of the rescuers were almost in a state of nudity as the result of their exertions.

Another feature which redounds to the credit of Hongkong was the number of junk and sampan people who, after being rescued, were given quarters, food and clothing last night. The employees at Jardine, Matheson & Co.'s sugar refinery brought no fewer than 200 Chinese boat people ashore, putting forth the most splendid exertions on their endeavour to "save life." Then they found 400 Chinese whose only home had disappeared beneath the waves. Accordingly the poor refugees were taken and lodged at the sugar refinery, where they almost forgot their losses in the cheer set before them, while another 200 were accommodated at Jardine's godown. The comrades spent the night in providing the unfortunates with food. At the Naval Yard and Pinnah, Lowther & Co.'s premises another hundred or more shivering miserables found a temporary lodging. Indeed, it was a case along the Praya, for once, of the old tag being reversed, for man's humanity to man made the whole world kin.

A somewhat futile effort has been made to estimate the damage done by the typhoon. Taking everything together, it is calculated that the damages reach the enormous total of \$2,000,000. It is true that twenty million dollars seems an extraordinary amount to have been lost by a typhoon which was probably of the shortest duration on record—lasting only two hours—but when the number of ships irretrievably lost is considered, the number of vessels which will have to be repaired, the valuable cargoes dispersed to the four ends of the earth, the goods damaged and the godowns wrecked it will be found that the estimate is rather under than over the mark. For instance, the damage to the Kowloon Wharf and Dock Company's premises and goods alone amount to \$750,000. 40,000 bales of yarn in the Company's premises valued at \$500,000 were destroyed. The Mitsui Bussai Kaisha lost 7000 tons of coal and 13 lighters. And it is safe to say there is no firm of any standing at all—and many firms of no standing whatever—that has not suffered by the extraordinary destructiveness, one might say malignity, of the tempest. Many private houses also were the appearance of having been through a siege. The roof of the German church in Bonham Road was whirled off by the wind. The Diocesan School was damaged; the rain and wind combined to demolish the school wall and the grounds will require considerable repairs. While the walls of private houses that have been broken down by falling trees and the private gardens that have disappeared are innumerable. The police state that the known damage in Wanchai is not less than \$120,000.

Regarding the vessels, we now learn that the *Heungshan* is ashore, almost hopelessly; the *Kinshun* is beached near Lantau; two French torpedo-boat destroyers have been smashed; 90 junks which had weathered the storm and were supposed to be safe proved the violence of their experience by falling to pieces last night; the *Ying Fat* launch with 130 passengers and a crew numbering 10 on board turned turtle suddenly and only 2 were rescued; the *Albatross*, running to Mira Bay, with 130 passengers, sank near the Fat-mun Pass, and two of the crew were rescued, the rest, including Captain Patrick and Engineer Wallace, being drowned; the steamer *Hong-kong* sank in the harbour and Captain Merles, the chief officer and the chief engineer were drowned; 200 junks sank at Wanchai alone; 20 steam launches all seriously damaged lie on the beach at Tsan-ta-tsz; how many lie under the waters of the harbour it is impossible to say. Most wonderful of all, several lighters belonging to the ship-building yard and sugar house at Shau-ki-wan can be seen lying on the hills at the rear of the harbour!

The roll of death will never be known. In most cases whole families have disappeared together and there is none to ask for them. A very few junks drifted out to sea and passing steamers brought the crews to Hongkong.

AT ABERDEEN.

PEOPLE TERROR-STRICKEN TAKE TO SEA. Official reports that arrived at police headquarters from Aberdeen this morning show that the typhoon did not leave them unharmed. Sampans and junks by the hundreds have foundered and many lives lost, though up to the present few reports of the missing ones have been reported. When the typhoon was at its highest more trouble was added to those of the sampan people by the breaking out of a fire on a fish-drying barge, which was anchored in their midst. The fire was caused by the overturning of a stove.

SAMPAN PEOPLE CLINGING TO MASTS. There was great panic among the people and the death-roll was added to by a great number of women and children leaping into the sea in terror. Fortunately the fire did not spread to other boats and the hulk was burnt to the water-line.

A most appalling scene was witnessed by those on shore. Men, women, and children were seen clinging to the masts, calling for help. Many were either seriously injured or instantly killed by falling from the masts. The Aberdeen police gave all the assistance they possibly could and many lives were rescued by them from sinking boats.

DOCK LAUNCHES DISABLED.

One of the Dock Company's launches became disabled near Aberdeen during the storm and she was blown on the beach, where she at present lies. The place where she went ashore was at the back of the village and quite near to the docks.

ON SHORE.

The damage done on shore at Aberdeen and other islands in the vicinity was not very much. Every matshed in the place was destroyed while some were bodily removed from their fixtures and blown away. The damage done to other more substantial buildings were of a minor degree. A few roofs have collapsed, while others have been damaged by rain. There were no deaths on shore. Trees have been uprooted and the roads caved in. All along the sea from Aberdeen to Hongkong was littered with wreckage and many upturned junks were seen floating with the tide.

AT SAM-SHUI-PO.

LAUNCHES DAMAGED.

On the beach at Sam-shui-po there now lies over twenty steam launches, some very seriously injured. The majority of the launches are owned by Messrs. Kwong Hip Loong. Curious enough the loss of sampans and junks in this part was small.

THE "WINGCHAI" ASHORE.

While this commotion was going on it was seen that the Macao steamer *Wingchai* was in danger. The wind and sea buffeted her about like a cork until she was blown on the beach. Before this occurred, however, her passengers were seen jumping into the sea in large numbers, but few lived to tell the tale.

SAM-SHUI-PO POLICE STATION DESTROYED.

The police station, of which Sergeant Sim has charge, fared very badly. One gust of wind blew off the verandah, and a second demolished the charge-room, destroying everything therein. The charge-room clock which was the first to leave its place has not since been seen.

OTHER DAMAGES.

The back walls of six buildings were blown away, leaving the other portions of the buildings standing, and which it is expected will collapse ere long. Little lower down the road another building collapsed and buried the inmates—two old people. This morning at Fuk Chin Hong village four dead bodies have been recovered, the result of being buried in the debris. So far, that was all the damage done at Sam-shui-po. The conduct of Mr. Smith, an employee of the Cosmopolitan Docks, deserves great praise for the assistance he gave the police in having the injured removed to hospital in a launch provided by him.

AT WEST POINT.

GREAT DAMAGE.

West Point suffered severely at the hands of the typhoon. To give a detailed account of what occurred in that district would occupy columns. The more important and latest work of the storm we give below.

The roads at West Point are in a terrible condition. Connaught Road West, Des Voeux Road West (that portion west of the Gas Works), the junction of Queen's Road West and Belcher's Street, the Praya at Kennedy Town, the New Praya and Cadogan Street are very badly damaged, while the sea wall and a portion of the roadway at Cadogan Street has been swept away.

WHARVES, ETC.

Nearly every wharf in this district has either been washed away or badly stripped. Those companies that have lost their wharves are:—Messrs. Jardine, Matheson and Company, Li Shing Kee, China Merchants Steam Navigation Company, Po On Insurance Company, Sp Yik Company, Pacific Mail S.S. Company, and the Cattle wharf in Cadogan Street.

Street lamps, both gas and electric, were twisted into all shapes by the furious wind. The underground roads have lost their street lamps:—Connaught Road West, Des Voeux Road West, Praya at Kennedy Town, Collinson Street, Hospital Road and Bonham Road. Telephone wires have been destroyed in Western Street, Des Voeux Road West, Queen's Road West and Bonham Road.

The trees and shrubs in Bonham Road, Pokfulam Road, Lytleton Road and Hospital Road have been uprooted and blown away, rendering some of the roads in this district impassable.

The Sanitary Department pumps in Connaught Road West, Praya West, and Kennedy Town have been displaced.

SEARCH LIGHTS DESTROYED.

The military search-light house on the Praya at Kennedy Town was washed into Collinson Street and a good deal of the search-light fittings were lost. Another search-light house in Connaught Road West was demolished and the apparatus lost. The third search-light house at the junction of Des Voeux Road West and the Praya at Kennedy Town has disappeared, and it is the opinion of the police that it is at the bottom of the sea.

GREAT DAMAGE TO THE TRAMS.

Anyone would have thought that a tramcar would be able to withstand the force of the wind. But this does not appear to be so. When the storm was at its highest a number of cars were tied up along the line on the Praya at Kennedy Town. They shook and shivered for a while until a fierce wind blew them off the track with such force that they crashed against the houses near by. Car No. 14 is badly damaged. Window panes blown out as if they were feathers, and the seats and fittings were washed into the houses, near which the cars collided. The other two cars, although badly damaged, cannot compare with that suffered by car 14. The trolley wires and some of the posts in Chater Street have snapped.

BUILDINGS DESTROYED.

The Langkat Oil Company's godown, of which Messrs. Geo. McBain and Company are the agents, collapsed during the storm. The godown in Chater Street, now the property of Messrs. Jensen and Company, formerly the old Feather Factory, was also razed to the ground.

Considerable damage was done to the roofs and verandahs of houses throughout the western district. Houses Nos. 1 to 19, Praya Kennedy Town were badly damaged and a good part of the brickwork in front of the ground floors was destroyed.

SHIPPING.

The old Macao steam launch *Perseverance* was swamped not very far away from the Colony. The assistant engineer of the launch, who was washed ashore near Pokfulam, gave the police his story. He said that the *Perseverance*, while on a voyage to Macao yesterday, encountered the typhoon when passing Cheung-chau Island. The skipper (a Chinaman) seeing he could not face the gale, turned the launch around and telegraphed "full speed ahead" for Hongkong. The launch had not got far when a huge sea swamped her and she sank stern first. At the time of the swamping of the *Perseverance* there were twelve passengers and twenty of a crew aboard her, but the assistant engineer was the only one saved. Giving the particulars of how he did not join the others in a watery grave, the engineer said that as soon as he saw there was no hope for his launch he leapt overboard. In the water he clung on to a gangway plank and was drifted to Sandy Bay.

MORE DAMAGE.

A steam crane and a lighter, the property of the Government were destroyed alongside the Cattle wharf at Kennedy Town, the lighter having been pitched against the sea wall.

Eighty-six junks were reported to have either been sunk or destroyed off the Western district, and up to last night only seventeen persons were missing. The estimated value of the damage done to junks and other small craft and their cargoes, in this district alone is put down at \$9,200.

CATTLE DROWNED.

A number of junks, containing large numbers of cattle, were discharging their cargo at the Cattle Wharf at Kennedy Town when the typhoon struck the Colony. They weathered the gale for a short time but the cattle became alarmed and a stampede followed. The junks were caught in a sea and driven against the Praya wall, knocking them into fragments. Five bullocks were drowned and four others are missing.

RESCUE PARTY.

Throughout the whole day Inspector Collett and Sergeant Aris, in company with twenty other officers patrolled the Praya and were successful in rescuing eighteen persons from certain deaths, at great risk to themselves.

THE CENTRAL DISTRICT.

The damage done in the Central district was abnormally slight. Part of the second storey of No. 28, Aberdeen Street collapsed, and the cook-house of No. 336, Queen's Road Central came down with a crash, but no lives were lost.

TALE OF THE SEA.

In the Central part of the harbour the number of sampans that have come to grief was so great that the figures could not be procured. But the number of large junks that have gone down is said to be fifty. The exact number of a deaths among sampan folk, said a police officer, "can never be ascertained. The exact number will never come out. There are a large number of sampan people making reports of missing ones, but what about those that cannot come to report? The entire families living on sampans have perished and who is to report about them?"

FIRE.

The damage done to No. 48, Connaught Road Central by the fire which broke out during the storm was estimated at \$1,000. The premises were not insured. The origin of the fire was caused by the overturning of a fire-place by the wind, and the inmates of the house, thinking that the place was about to collapse, cleared out, and left the fire burning. Numerous trees, and whole gardens, that were once the pride of their owners, were completely destroyed in this district.

THE NEW TERRITORIES.

Definite news from the New Territories has not reached us at the time of writing, although it is feared they have suffered greatly. P.S. Deveny, of the New Territory, who arrived in the Colony last night from Sha-tin, reports that the entire station [it was only a small wooden hut after all] was blown away. The two matsheds, to the east of the station, and which were used for housing the Indian police have disappeared from the earth, the police at present being stationed in any place until a temporary station is erected.

The rice crop is ruined, and the damage done is large.

AT SHAU-KI-WAN.

THE LOSS OF "THE ALBATROSS."

Here, 30 first-class fishing junks, several marriage boats, a few fish-drying hulks, and a considerable number of small craft, were destroyed. Up to this morning 39 bodies have been picked up in the bay.

The steam launch *Kwong Lee* and two others are high and dry near Belle View Boiet.

The launch *Albatross*, Capt. Patrick and Engineer Wallace, which plies between this port and Sha U Chung was reported to have capsized near the Niao Pao, in Fat-mun Pass, during the storm yesterday. There were 130 passengers on board the vessel at the time. Out of that number only six passengers and two members of the crew were rescued by a fishing junk. They were found floating on some wreckage and taken to Shau-ki-wan Police Station. When questioned as to the fate of the others the men said the others had perished. Up to late this afternoon no word had been received from either Capt. Patrick or Engineer Wallace, and the only conclusion one can possibly arrive at is that they went down with the ship.

AT QUARRY BAY.

THE DEATH ROLL.

In the Quarry Bay shipyard all the matsheds and wooden bums were destroyed.

Six coolies who were in the sheds at the time were killed and a number of other seriously injured. Inspector Robertson sent the injured ones to hospital.

DAMAGE TO THE WORKS.

All floating gear, such as barges, lighters and diving gear belonging to the shipyard have either been washed away or destroyed. A steam crane was also broken up.

UNKNOWN STRAMER ASHORE.

A large steamer, the name of which is unknown, was discharging sugar at Quarry Bay when the blowing came. She broke her moorings and was driven on to the foreshore of the shipyard. The foreshore bottom being of mud the steamer got off later without sustaining any damage to herself.

OTHER ITEMS.

Several of the Shipyard and the Sugar House lighters, it is reported, can be seen from Quarry Bay on the hills on the mainland.

The roof of nearly every house in Shau-ki-wan proper is damaged.

Every marsh, including the refreshment shed at the tram terminus, is down, but as yet no lives have been reported as lost on shore.

Many junks were seen floating about upwards through Lyenmoon Pass, with members of their crew clinging to the wreck, but nothing could be done to save them.

The whole of Lyenmoon Pass is littered with wreckage.

The number of deaths in Shau-ki-wan Bay is enormous.

AT TSIM-TSA-TSUI.

Inspector Kerr, of the Tsim-tsa-tsui Police Station, was in police pinnace No. 1 at the time of the typhoon. The engines of the launch broke down and the launch became helpless.

The inspector jumped into the sea, calling upon the Chinese to follow his example. The inspector was picked up near Deep Bay and brought back to Hongkong in a Customs boat. Later a launch was hired by the police and a search was started for the missing crew of the pinnace. They were found on a small island near Deep Bay and rescued.

The steamer *Hon Kong* sank in the harbour and the captain, the chief officer, also the carpenter and the crew are missing.

The steam launch *Ying Fat*, which trades between Hongkong and Samcheung, left the harbour just before the storm had started and became unmanageable when out of the harbour. She had on board at the time 130 passengers and a crew of ten men. She capsized after drifting for a time and all, but two of her crew are missing.

Two police pinnaces and two police launches have sunk.

In addition to the damage to sampans at Kowloon reported in our last night's issue, 90 junks and small craft sank off Tsim-tsa-tsui last night.

The police basin is clogged with wreckage. Outside the basin lies the steamer *Kwangchow* with her funnel above water. She foundered off the *Wingchei*'s wharf and drifted to her present position. The captain of the ship (Mr. Mead) was drowned. Alongside of her are three steam launches, bottom up.

The steamer *Kiuhai* is ashore at Castle Peak Bay.

The house-boat *Pioneer* sank at Castle Peak Bay, and a report said that the Bishop of Victoria was aboard of her, and was drowned. H.M.S. *Porpoise* is on the rocks near Kowloon Dock with a 45-deg starboard list.

The *Chuan-ku* is said to be a total wreck. Two of the "Star" Ferry Company's launches have sunk.

ON SHORE.

The Police on shore were exceedingly busy throughout the day, and they were successful in rescuing 120 persons from sinking boats and from the sea. Those who took part in the rescue work were: Inspector Langley, Constables Winter, Edwards, Willis, Munday, Davis and Sergeant Wilden.

These men had great difficulty in saving the lives of the sampan men, because when they knew their boats were sinking instead of accepting the help through them, they busied themselves seeing property, and it was by this means that many were drowned. Some of them had to be taken off by force.

The cargoes of many steamers in the vicinity are strewn all over the beach and special policemen are on guard, seeing that the goods, parts of which consist of valuable Nankin and Shanghai silks, were not removed.

The *W. R. C.* matched *non est*.

The "Star" Ferry company at Kowloon has been reduced to matchwood.

Three of the Godown Company's wharves have been stripped.

Notwithstanding the strength of the gale the *Patria* remained at her wharf and weathered the storm, sustaining very little damage in her deck fittings.

The *Star* was damaged to trees at Kowloon as in Hongkong.

KOWLOON CITY.

The damage done by the typhoon at Kowloon City was not as much as at other places in this Colony.

The launches *Kauwong* and *Hung Sing* and about ten others are on the beach. They were all blown ashore, and some are badly damaged, many having their sides punctured.

The long wooden pier outside the station was blown away, while cargo-boats and marshes suffered badly.

AT EAST POINT.

The Eastern district fared very badly and the damage done to junks and sampans alone is estimated at about \$10,000.

Up to the time of going to press it was said that over 250 junks have been lost. The figure also includes sampans. The number of lives reported lost is over fifty.

Mr. Campbell's motor-launch was dashed to bits alongside the Praya wall, and her watchman came very near losing his life.

The yachts in that district received no less treatment and three-fourths of their number are at the bottom of the sea.

At Causeway Bay several lives have been lost, and men from Kennedy's Horse Repository were the means of saving a few. A house at No. 21, Yee Wo Street collapsed, while part of No. 7, Tang Yuen Lane is down. The fronts of Nos. 79 and 81, Praya East, godowns, collapsed.

No lives were lost in any of the collapses.

LIFE SAVING PARTY.

Great credit is due to Inspector Gourlay and other officers from No. 2 Police Station, who consisted of Constables Hynde, Sutherland, Tetstall, Sergeants Lee, Baker and Cullford, for the good work they did in saving life. They were assisted by Messrs. G. Hogarth, Wheel, Fincher, Dawson and Course, who rendered their lives at times very insecure in attempting to save sampan people from drowning. No less than

120 Chinese were rescued by this brave life saving party from sinking junks, and every one, including the civilians, bore marks and bruises to remind them of the typhoon for several weeks to come. Inspector Gourlay himself, when he saw two persons floating on a raft in danger of their lives, jumped into a junk that was being bumped against the Praya wall, crawled to the bows of the boat, and saved the two men. Similar acts of great bravery were performed by the others, and there is no doubt that their good work will be brought to the attention of the Governor, who will no doubt see that such conduct on the part of the police and civilians alike will not go unrewarded.

KINDNESS TO THE DESTITUATES.

The staff of Jardine's Sugar Refinery were well to the fore in rescuing drowning people, for it was near that place that most of the damage occurred. They rescued between 100 and 200 persons from the sea.

They housed 400 in the refinery buildings and 200 in Jardine's junior mess. A Japanese Mr. Choy Lap Chee and Mr. Lo Cheung Ip treated the destitutes very well. The two gentlemen gave them rice and food, and a goodly number, after thanking these gentlemen, took their departure this morning.

LOOTERS AT WORK.

From every police station in the Colony men and women, amounting to nearly 50, were attracted last night for looting. These people also belonged to the same class. One woman in particular had a bundle of silk, which was taken from the beach at Tsim-tsa-tsui. They were all placed before the Courts at the Magistrate's this morning and severely dealt with for their conduct.

THE "HEUNGSHAN."

EUROPEANS HOLD PARTIES AT BAY.

The *Heungshan*, which is ashore on an island at the rear of Lantau, left Macao for Hongkong at 8 a.m. yesterday, with 700 passengers on board. Among the passengers were a large number of Chinese ladies. The Chinese passengers included two well-known Chinese citizens—Mr. Gin Tak Tim (of Eweeds, Harston & Harding) and family, and Mr. Francisco Teyat (of the Ning Kee, firm of coal merchants). Among the Europeans were a Portuguese, Mr. José da Silva and Mr. Braga, Mrs. Ganayara and child, one French lady and child, an American missionary and his wife, and a French and Portuguese priest. Rain fell heavily at 9 o'clock, and at 10 a.m. the *Heungshan* was making a strong fight against the gale. An hour later the rain was falling so heavily that they could not see five lengths ahead. The first knowledge the passengers had that the vessel was on a rock was when they heard a sound which resembled the report of a detonator, which was followed by several others.

A panic broke out among the passengers, some of the Chinese screaming "kow ming—save life!" They rushed to the upper deck for safety, the steering deck being flooded to the height of a man's breast.

The vessel began to settle down, whereupon the upper deck was flooded with water. The mate, then, with a life line, plunged into the sea and swam to a small island near by, by means of the line he succeeded in rescuing the greater part of the Chinese passengers, the women receiving the greatest attention.

A bunch of six women who had been clinging to the lifeline suddenly lost their grip and fell into the sea. They were drowned and only two bodies have been recovered. An Indian is also reported drowned.

Captain Morrison at considerable risk gallantly helped in the work of rescuing the passengers. During the panic some of the rougher passengers commenced looting the trunks of the passengers, opening boxes with knives and other weapons.

The passengers were rescued by the West River steamer *Hoiang* bound for Hongkong, and they were landed at 10.45 a.m. to-day.

THE "FATSHAN."

WILL BE SAVED.

"According to one who should be in a position to speak with authority the *Fatshan* should be towed off to-morrow, her position being absolutely safe. There is only one hole in the vessel and that is above the water line. He large cargo of silk in the hold and 80 rolls of mulling are untouched by the sea, together with the general cargo. Fraise is due Captain Thomas for having saved practically three-quarter million dollars without a rudder or anchors. The only signal the master had flying when the boat went ashore was for the police to take off a sailor who had been injured. No assistance was required, all being saved, 10 people were saved. The launch of the Hongkong Hotel ran full speed alongside and all on board jumped on the *Fatshan*.

STEAMER REPORTS.

TURNED JUNKS AND RESCUED CREWS.

The following general reports were received from the captains of various vessels which arrived at Hongkong to-day:

Captain George Hooker of the *S.S. Kienchow* writes:—Fine clear weather, N.E. winds and smooth sea, as far as Swatow. Morning of 18th 1 a.m. to 6 a.m. experienced furious typhoon 20 miles E.S.E. of Pedro Blanco, 3.45 a.m.; centre passed nearly over vessel; lowest reading of barometer 29.15. Sustained no damage. 4 to 5 p.m. stopped three times to rescue fishermen and their families in vicinity of Nicopens. Rescued 26 persons. Sea literally strewn for many miles with wreckage.

THE "KWONGSANG."

Captain of the *Kwongsang* writes:—Moderate E. and S. Easterly winds and fine weather to Swatow with heavy Southerly swell. Off Swatow had one heavy squall, carrying away No. 1 awning; from Swatow fresh Easterly winds; moderate sea. Cloudy and fine off Nicopens and Tamtoe head. Passed several junks bottom up and a quantity of wreckage.

THE "KWANTAH."

Captain Tait of the *Kwantah* writes: Strong gale with heavy Ely sea. Picked up 15 persons of various capsized fishing boats.

THE "LIGHTNING."

Captain Fairweather of the *Lightning* reports: A Chinese deck passenger from Singapore accidentally fell overboard on the 15th September and was lost. A life buoy was thrown to the man when he was near the ship's side but he failed to catch it. The steamer was stopped and a boat lowered into the water and a search was made for over an hour but to no effect.

THE "KUTSANG."

The master of the *Kutsang* reported to-day to the Harbour authorities that during the typhoon the *Charles Hardouin* collided with her, considerably damaging some plates on the port modulation. The *Charles Hardouin* did not report any damage.

THE "WIK."

The master of the *Wik* reports that this morning, when about 25 miles out from Wogan he found two Chinamen on a raft, and, bending down upon them she took them on board. The men were in a very exhausted

condition. There was a considerable amount of spars, planks, and other wreckage all around, but the weather was fine and the sea calm.

THE "EMMA LUYKEN."

The German steamer *Emma Luyken* lost both her anchors and cables, and, drifting on to a buoy at West Point, considerably damaged her hull. She, however, managed to make fast to the buoy, where she remains until she can be docked.

THE "HEUNGSHAN."

The master of the *Heungshan* reports passing the *Heungshan* ashore against the rocks at Sau Chau, with a quantity of large debris under her starboard bow. The *Tai On* rescued 16 Chinese who were floating on wreckage, to which they were clinging, close to Lin Tin.

THE "KISSAN."

The *Tai On* also reports passing the *Kissan* high and dry on the beach just to the E.ward of the Castle Peak Buoy.

THE "SADO MARU."

The master of the *Sado Maru* reports having picked up 64 Chinese from rafts and wreckage which were being tossed about to the South Bay of Wogan, while a little further south a European man was found clinging to a raft, formed of spars and other wreckage. This rescued European turned out to be Mr. Parsons, the well-known Hongkong pilot, who, while out in his boat was blown out to sea and his boat sunk. He managed to secure some wreckage, to which he clung until the *Sado Maru* luckily came along and rescued him.

WEST POINT.

The bamboo piers at West Point were wrenched away and dashed bodily into the sea, which showed an immense area of flotsam and jetsam, representing the only homes of hundreds now without even such a frail shelter as their sampans afforded. The *Praya* was impassable for vehicular traffic, owing to the piles of debris of every sort and description still entirely covering the full width of the road, though gangs of coolies were busily employed, piling it up along the side of the road, so as to form a thoroughfare for carts and rickshaws. These hundreds of unhappy hunters were to be seen, searching all around to discover, if possible, at least some of their lost property. Others stood mournfully by, with folded hands, knowing only too well that any search for their goods and chattels would be bootless—they had seen them all go below the angry waves, to find a resting-place at the bottom of the harbour. The harbour itself presented a very unaccustomed appearance, considering the weather, as there were but very few sampans visible, right side up, and in safe and sound condition, on the face of the water. That fact told its own tale. The majority of the sampans still afloat carried search parties, anxiously looking out for missing relatives, but we could not learn that any bodies were discovered in the central or Western districts, though on the Kowloon shores there were terrible numbers taken out of the water.

THE PASSING ON THE BISHOP.

Rumours were rife that the Right Rev. J. L. Hoare, D. D., Bishop of Victoria, had been drowned, a representative of this journal made inquiries, and at the Harbour Office this morning learned that Mrs. Hoare, wife of the Bishop, had called there and stated that the master of a junk, which vessel was generally used by the Bishop when going around on his periodical pastoral visits, had come to her, and told her that when in the region of Castle Peak, the boat was struck by the typhoon, capsized, and smashed up. The master managed to seize a plank or spar, and kept afloat until he reached shore, but the Bishop went down, and was not seen again. The water of the boat kept a good lookout for him, and it was only natural to conclude that he was drowned. The same tale, apparently, befell the members of the crew, none of whom were seen again. On hearing this report a search party was organized and despatched to the scene, in the Harbour launch *Victoria*, under command of Mr. M. McIver, Boating Officer, Mrs. Hoare accompanying the party, with the junk-master acting as guide, to see if any trace of the missing Bishop, or his body, could be found. The search party, however, met with no success, and after making a thorough search, and prosecuting every inquiry, they were compelled to abandon the quest and return to Hongkong, where they arrived at 3.45 p.m. to-day, with feelings of deep disappointment.

[From *Who's Who* we learn that the Right Reverend John Charles Hoare, D. D., Bishop of Victoria, was born at Ramsgate, on 15th Nov. 1851, fourth son of the Rev. E. Hoare, Honorary Canon of Canterbury. He was educated at Tonbridge School, and Trinity College, Cambridge, being a Trinity Scholar, securing the second class Classical trip in 1874. He was curate at Trinity Church, Tonbridge, Wells, from 1874, when he was ordained until the following year. In 1876 he came out to the East, and was appointed Principal of the C. M. S. Training college at Ningpo, China, from 1876 to 1898, in which latter year he was consecrated Bishop of Victoria. His publications comprised several Theological books and commentaries in Chinese.—Ed., H.K.T.]

NOT A VESSEL UNDAUNTED.

Among other facts learned at the Harbour Office by our representative was the fact that, from the reports received, not a single vessel in the harbour at the time the typhoon struck the Colony remained undamaged, in greater or lesser degree, while, at present, it was impossible, even approximately, to compute the number of sampans lost. The Harbour Department itself lost two of its best rowing-boats, one at the Green Island gunpowder depot, and one at Sham Shui-po, but it was believed other losses would be heard of when the reports came in from the out-stations.

FAIRWAY BUOYS TURN TURTLE.

The two New Fairway buoys, which only last Sunday week were placed in position, got adrift and capsized, drifting inshore. They were, however, secured and moored to other buoys temporarily, until they can be replaced, but it is feared that before this can be done the moorings will have to be re-laid, as almost all over the harbour the moorings have been dragged out of place, by the straining of the vessels moored to the buoys to ride out the storm.

"FATSHAN'S" EXPERIENCE.

A representative of the *Telegraph* gathered what may be accepted as a complete narrative of the *Fatshan's* experience.

1.44 a.m. 18th inst. Arrived at wharf fine weather barometer 29.85.

8.30 a.m. Barometer 29.56 noticed the black drum lying at the Harbour Office (East) sent for Chief Engineer and ordered steam ready in 20 minutes, when he told me (the captain) that he had both R.P. piston valves adrift. On hearing this gave orders to double all moorings before *Kinsan* left wharf, shortly after *Kinsan* left (9 a.m.) the ropes began to part and about 9 a.m. the bollards to which a new 6-inch rope was fast carried away killing one sailor and bruising the captain more or less about the legs. He rushed forward and let go the port anchor, at the same time giving orders to let go everything else. This order not being executed very quickly the vessel struck the ballast outside the stone Praya wall, breaking the ladder stock. As soon as the lighter *Sun-lee* reached the Captain also let go the

starboard anchor and the vessel swung round head to wind and sea.

9.18.—About 9.18 the port cable parted. The engines being now available were put full speed ahead and we tried to steam the ship to a safe anchorage, being unable to steer her, had to use the engines ahead and astern to escape the various vessels lying at their buoys, but were unable to clear the French mail and drifted across her stern about 9.25 a.m. which cut through the ship's side about 5 feet, flange bows of the *Fatshan* saving her from being cut down to the water-line. The starboard anchor which was dragging at about 35 fathoms of chain caught on the mail buoy moorings and the starboard chain ran out to the bare end. This held the ship for about 12 minutes, the mail boat making a nice lee. As the ship drifted alongside past the mail, the greater part of the crew deserted by jumping on board the mail boat. While lying under her stern considerable damage was done to the *Fatshan's* stern by the overhang of the mail boat's stern, the *Fatshan's* cable being too short to allow her to ride clear. During an exceptionally heavy gust this starboard cable parted; put the engines full speed ahead, and the first thing we sighted was Signal Hill about three points on the lee bow, put the engines full speed astern and then worked down ahead and then astern as required until the ship drifted to a point where the engines were put full speed ahead and I tried to beach the ship opposite the red houses under Signal Hill. This proved to be impossible, the gale catching the ship's head and swinging her out again. I therefore put the engines full speed astern, knowing that under almost any circumstances this would bring the ship's stern up to the wind which it did, and we finally beached the ship about 11.10 a.m. (barometer 29.25) off Austin Road and kept the engines going astern to act as an anchor and keep her from blowing to seaward again, filling tide stopped the engines about noon, as the ship was hard and fast.

Great damage was done to the upper works by the force of the typhoon; unable to estimate the damage done until the ship goes into dock. Great credit is due to the Chief Engineer (Mr. A. C. Miller) for the smart way in which he got the engines together and the way he worked them during the gale.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE "MONGOLIA."

SALVAGER HOPEFUL OF SUCCESS.

"DORIC" TAKES PASSENGERS AND MAIL.

[From Our Own Correspondent.]

Shanghai, 18th September.

2.20 p.m.

The *Mongolia* is reported to be

sinking.

Passengers had been landed.

Captain Metcalf who re-floated

Manchuria has been despatched to

the aid of the *Mongolia*.

It is believed that the *Mongolia*

has every chance of being success-

fully re-floated.

The *Doric* takes the passengers

and mail to their original destination.

[Ruter's.]

The Cuban Insurrection.

LONDON, 17th September.

After consultation with the insurgent leaders, the Government has announced an indefinite suspension of hostilities, with the object of making peace before the arrival of Mr. Taft, or the intervention of the United States.

Later.

Obituary.

The death of Rear-Admiral Chichester at Gibraltar is announced.

Sensational Arrest of Coiners.

A sensation has been caused in Paris by the arrest of fifty-five of a gang of counterfeit coiners.

The correspondence which has been seized shows that the gang had confederates in Germany, Great-Britain and Spain, and that preparations had been made to operate in Chicago and Argentina. It is believed that well-known families are implicated.

FROM MANILA OBSERVATORY.

CYCLONE AT LUZON.

We are indebted to the U.S. Consul-General for the following typhoon warnings which were issued at Manila Observatory.

Sept. 18th, 3.44 p.m.

"Typhoon off in the Pacific N.N.E. of

Manila moving probably to W.N.W."

The above message was delivered at the consulate at six o'clock p.m. yesterday.

Sept. 19th, 10 a.m.

"Cyclone has crossed Luzon near parallel

17 direction given."

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of China*) 23rd inst.

American (*Hongkong Maru*) 24th inst.

German (*Prinz Ludwig*) 24th inst., p.m.

Indian (*Sutlang*) 25th inst.

Canadian (*Tartar*) 18th prox.

The C. P. R. Co.'s *s.s. Tartar* left Vancouver

p.m. on Monday, the 17th inst., for Hongkong

via the usual ports of call.

The C. P. R. Co.'s *s.s. Empress of India*

from Hongkong via ports of call arrived at

Vancouver at 3 p.m. on Monday, 17th inst.

The C. P. R. Co.'s *s.s. Athol* arrived at

Nagasaki at 10.30 a.m. on Tuesday, the 18th

inst., and left again at 4 p.m. same day, for

Kobe where she is due to arrive at midnight

on Wednesday, the 19th inst.

The C. P. R. Co.'s *s.s. Empress of China*

arrived at Nagasaki at 5.30 p.m. on Tuesday,

the 18th inst., and left again at 2 a.m. Wednes-

day for Shanghai, where she is due to arrive at

11 a.m. on Thursday, the 20th inst.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—Indo-China \$74, Shell Transport 27/6, China Sugars \$158, Hongkong Docks \$140, Shanghai Docks Tls. 107, Humphreys Estates \$111, Dairy Farms \$17

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENECLAUS"	27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL.
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th September.
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	29th September.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"SHAOSING"	20th September.
TIENTSIN	"LIANGCHOW"	21st "
YOKOHAMA and KOBE	"CHINGTU"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	26th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
WUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 22nd Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 29th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VREUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
BRISGAVIA	SHANGHAI, KOBE and YOKOHAMA	28th September.
HABSBURG	SHANGHAI, YOKOHAMA and KOBE	29th September.
SEGOVIA	YOKOHAMA and KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE and YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA and KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE and YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA and KOBE	22nd November.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL.
SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th September.
LIBERIA	Via SINGAPORE, PENANG and COLOMBO	26th September.
Kier	HAVRE and HAMBURG.	26th September.
SENEGAMBIA	Via SINGAPORE, PENANG and COLOMBO	2nd October.
SUEVIA	HAVRE and HAMBURG.	16th October.
Capt. Knael	Via SINGAPORE, PENANG and COLOMBO	30th October.
HABSBURG	NAPLES, HAVRE and HAMBURG.	30th October.
Capt. Filler	Via SINGAPORE, PENANG and COLOMBO	13th November.
BRISGAVIA	HAVRE and HAMBURG.	13th November.
SITHONIA	Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA	NAPLES, HAVRE and HAMBURG.	11th December.
von Hoff	Via SINGAPORE, PENANG and COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washer.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HAUSBURG", s.s. "HOHENSTAUEN", s.s. "SCANDIA", and s.s. "SILEZIA".

COAST SERVICE.

DAPHNE	NAGASAKI and WLADEVOSTOCK	Beginning of October.
KOWLOON	SHANGHAI and CHINKIANG	To follow.
LYDIA	SHANGHAI and CHINKIANG	To follow.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

Hongkong, 17th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	CHOYSANG	THURSDAY, 20th Sept., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 21st Sept., 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 21st Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	SATURDAY, 22nd Sept., 3 P.M.
TIENTSIN via SWATOW & CHEFOO	CHIPSANG	SUNDAY, 23rd Sept., Daylight.
SHANGHAI	KWONGSANG	MONDAY, 24th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	THURSDAY, 27th Sept., 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th September, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for the above Ports, on SATURDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 6th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 11th September, 1906.

Continuation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

THE CHINESE ARMY.

The approaching autumn manoeuvres are sure to draw the attention of the Eastern world, and to a less extent, of the great world outside, to the Chinese army. What is the truth about it? Is it the negligible quantity that it was at any time during the last century, or has there been a real new birth? The question is important and opportune, and the first part of the answer to it is—that there is no Chinese army, observes a correspondent in the N. C. D. News.

This is not a quibble. It is a fact of much weight and more military importance. There are two Viceroy armies, the pet schemes of two progressive Viceroys, and there are other contingents, more or less useless, of other satraps, but of a really national army such as the term covers elsewhere, there is none. There is therefore, none of the strength which comes from union. That has yet to be achieved.

Many were the encomiums last year after the conclusion of the manoeuvres up north, attached and correspondents vied with each other in their praises of the troops and skilful manner in which they had been handled. Old China hands rubbed their eyes, and asked: Can the leopard indeed change his spots? They were sceptical, notwithstanding the unanimity of the chorus. Subsequent investigation has shown us that much of this exaggerated eulogy was due to the exceptionally hospitable treatment which one and all received from the hands of his Excellency Yuan. There was what the late Poet Laureate calls "a vinous mist" between the onlookers and the most delicate of the manoeuvres, and it is difficult to see clearly through such a medium. It was allowed on all sides that great strategy was shown on the occasion, and that it had its full effect on the correspondents was evident from their reports. It is, moreover, conceded that there is, in the breezy autumn atmosphere of the northern provinces, an exhilaration which can only be likened to the effect of dry champagne.

It is not intended to deny that there has been progress in the two armies referred to. Improvement there has been without question. But as yet it is but the promise of what may be, if there is perseverance in well doing, and by well doing is meant honest effort of every description. China has always had the raw material of a good army. She now has something of equal importance, if it lasts; an altered outlook for the soldier, especially for the officer. Up to the present time the literati, who give the tone to native opinion, have looked down upon the fighting man. It is questionable whether they do not still. But for a while at any rate they have agreed to sink their contempt for the soldier, and some at least have actually joined the ranks. It is none the less true, however, that men of real influence in the army are rare. And the proportion which has any real knowledge of military science is still smaller. Yuan Yuen-tai, the son of the great Viceroy, has served abroad. But he at the moment is hunting down Hunghuize.

That the sceptical were right last year cannot be doubted when it is remembered that the creation of an army is a matter of many years. A single glance through such a book as Wolsey's "Soldier's Pocket Book" is sufficient to show the most ignorant that successful army organization is no easy matter. In the first place there are needed solid foundations. A fighting instinct is one of these. Have the Chinese got it? Absolute integrity in the handling of funds and supplies is another. Can China look the world in the face and say, "We have that." Whispers of peculation are rife from various sources even in the north where efforts, it is believed, have really been made to deal with that evil. The old squeeze have taken new forms but are still there. Desertion is rampant, and the punishment for it vindictive. It has recently been seen that the authorities in Peking have a tender spot in their constitutions somewhere or they would not be so anxious for the skins of lawbreaker in Shanghai. But there is no such effeminacy up north where deserters are concerned. The man who leaves the army, if caught, is soon incapable of leaving that or anything else, for he is rendered at once unable either to stand or sit, such is the correction he receives.

His comrades, who remain with the colours, are daily put through their parade movements which are admirably performed, but if last year's manoeuvres are a criterion there is none too much intelligence put into the training. The precision, which some of the correspondents praised so highly, was secured by careful beforehand of every movement planned to a nicety, each side being given strict orders what to do and what not to do. Had one of them developed the least originality the whole "show" would have been ruined. There were in short no manoeuvres such as we understand by the term in European training.

Space prevents an examination in detail of many other things which must of necessity be done before China can think that she has an army fit to meet a European or Japanese force. She is giving her men some training in the elements of first aid, but the material is of the poorest for such a purpose owing to lack of preliminary education and as yet she has no Army Medical Corps without which—well, literati in the ranks—she could hardly think of entering on a campaign. Her armament is still faulty, for to this day out-of-date weapons are palmed off on corrupt mandarins who find greater profit in such dealings than they would in really efficient material. Her cavalry hardly exists. In short the latest information at the public disposal leads one to believe that the true lesson of Russia's defeat has been utterly lost on the majority of China's rulers, for the corruption which brought the Colossus of the North to her knees is still rampant in the Celestial Empire.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Capt. J. H. Hyde, R.N.R., carrying His Majesty's
Mails, will be despatched from this for BOM-
BAY, on SATURDAY, the 22nd September,
at Nudo, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. China, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo to the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 3rd November, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 8th September, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "SALAZIE"

Captain A. Aitland, will be despatched for MAR-
SEILLES on TUESDAY, the 2nd October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. OCEANIAN 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEHIC 27th November.
S.S. ERNEST SIMONS 11th December.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th September, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALT.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

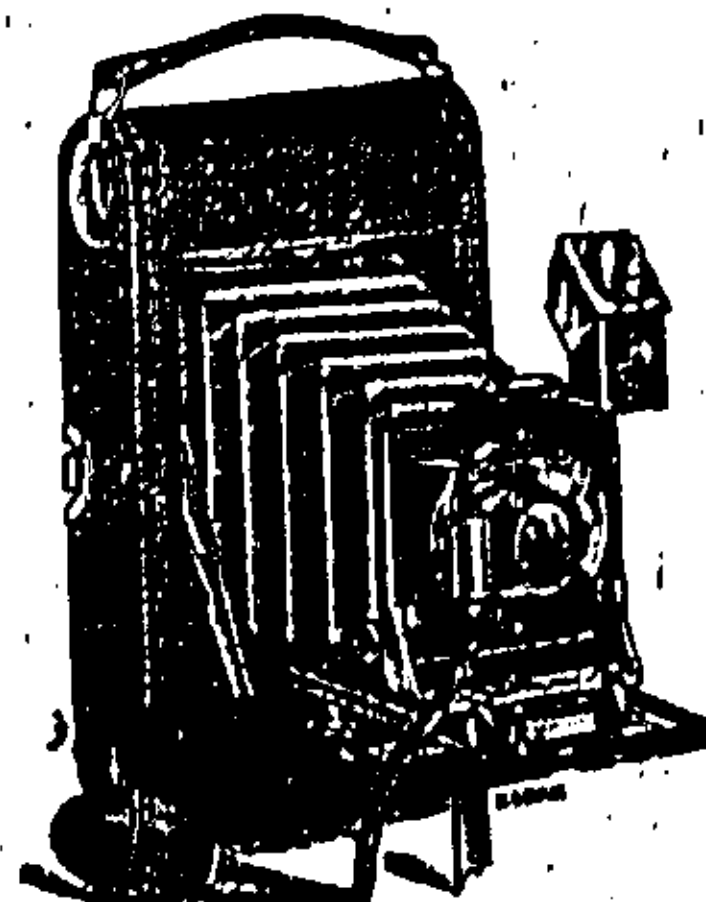
DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 19th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation,	20,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000	\$17,2472	{ 1.15% @ Ex. 2/1 = \$16.47 for first half- year 1906	5 1/2 %	{ \$800. London 293.10/-
National Bank of China, Limited,	99,925	£7	£6	\$12,735 \$150,000	\$74,099.	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$325 buyers
North China Insurance Company, Limited	10,000	£115	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$173,844 \$169,279 \$800,000 \$17,778 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,220,928	\$2,702,271	Interim div. of 1/30 for 1905	4 1/2 %	\$785 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$20,000 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$20,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$20,000 \$1,220,928	\$422,618	\$25 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$15	\$15	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	\$1 for 1st half-year 1906	7 1/2 %	\$28 sa. & b.
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited,	200,000	Tls. 50	Tls. 50	Tls. 20,000 Tls. 20,000 Tls. 40,000 Tls. 107,815	Tls. 23,156	Interim div. of Tls. 2 1/2	9 1/2 %	Tls. 16 sales
Do. (Preference)	100,000	£1	£1	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	Interim div. of Tls. 1 1/2	6 1/2 %	Tls. 10 buyers
"Shell" Transport and Trading Company, Limited,	10,000	\$10	\$10	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	1/- (Coupon No. 6) for 1905	4 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$6,000 \$26,638 \$88,941 \$250,000 \$144,386 \$170,000 \$280,938 \$15,999	\$6,563	\$2.75 for year ending 30.4.1906	5 1/2 %	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 20,000 Tls. 20,000 Tls. 40,000 Tls. 107,815	Tls. 23,156	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
PEINERIES.								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$800,000 \$400,000 \$800,000 \$1,000,000	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$18 buyers
Luzon Sugar Refining Company, Limited	1,000	\$100	\$100	none \$800,000 \$800,000 \$1,000,000	Dr. \$132,588 Tls. 3,723	\$3 for 1897	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 200,000 Tls. 3,723	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.,	100,000	£1	£1	\$80,000 \$26,011 none	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited,	100,000	G. \$10	G. \$10	none \$80,000 \$26,011 none	G. \$90,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14 nominal
East Australian Gold Mining Company, Limited,	100,000	£1	£1	\$80,000 \$26,011 none	Dr. \$8,745	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000 \$50,000 \$20,000 \$20,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$20,040	\$2 1/2 for a/c 1906	6 %	\$100
Hong Kong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$39,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$140 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$39,087	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 2,000,000 Tls. 3,997	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 100 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 2,000,000 Tls. 3,997	Tls. 3,997	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 240 ex d. sa.
Yangtze Wharf and Godown Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 2,000,000 Tls. 3,997	Tls. 3,997	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none \$29,516 none	\$8,418	First year for year ending 30.6.1906	10 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$25,000 \$25,000 \$25,000 \$25,000	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Central Stores, Limited	10,000	\$15	\$15	none \$814 \$1,097 \$1,097	\$1,066	\$2 on \$7 1/2 for 1905	...	\$18 buyers
Do. (new issue)	10,000	\$15	\$15	none \$814 \$1,097 \$1,097	\$1,066	None	...	\$18 buyers
Do. (Founders)	10,000	\$15	\$15	none \$814 \$1,097 \$1,097	\$1,066	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$10,057	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$100,000 \$100,000 \$100,000 \$100,000	\$10,057	Final of 6% = 10% for 1905	10 1/2 %	Tls. 15 buyers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited	10,000	\$100	\$100	\$100,000 \$100,000 \$100,000 \$100,000	\$10,057	80 cents for 1905	7 %	\$114
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$1,574	\$2 1/2 for 1905	6 1/2 %	\$39
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$1,574	Tls. 3 for half-year 1906	5 1/2 %	Tls. 107 1/2 sales
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 52,194	Interim div. of \$2 account 1906	8 %	\$10
West Point Building Company, Limited	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$7,72	...	...	...
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	10,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 76 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$21,610	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13 1/2 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited,	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 350 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none \$814 \$1,097 \$1,097	\$1,066	\$7 for 1905	8 %	\$87 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,000	\$100	\$100	none \$814 \$1,097 \$1,097	\$1,066	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited,	1,200	\$10	\$10	none \$814 \$1,097 \$1,097	\$1,066	\$1 for 1904	9 1/2 %	\$30
China Borneo Company, Limited,	60,000	\$12	\$12	none \$814 \$1,097 \$1,097	\$1,066	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 189	60 cents for year ended 28.2.06	6 %	\$104
China Light and Power Company, Limited	50,000	\$10	\$10	none \$814 \$1,097 \$1,097	\$1,066	80 cents for 1905	8 1/2 %	\$9.50
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none \$814 \$1,097 \$1,097	\$1,066	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none \$814 \$1,097 \$1,097	\$1,066	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 1/2 sellers
Green Island Cement Company, Limited	20,000	\$10	\$10	none \$814 \$1,097 \$1,097	\$1,066	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	none \$814 \$1,097 \$1,097	\$1,066	\$1.00 for 10 months ending 28.2.06	8 1/2 %	\$14 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none \$814 \$1,097 \$1,097	\$1,066	{ 60 cents for 10 months ending 28.2.06	10 1/2 %	\$215 ex div.
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$10,000 \$10,000 \$10,000 \$10,000	\$2,790	1st div. of \$2 for 10 months ending 18.10.05	8 %	\$26
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000 \$10,000 \$10,000 \$10,000	\$3,276	Int. div. of \$1 for 1-year ended 30.6.06	6 1/2 %	\$20
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$5,813	\$9 for 1905 on 5 shares	12 1/2 %	\$74 buyers
Hongkong Steam Waterworks Company, Limited	15,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	Tls. 237 1/2 ex div.
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 447,500 Tls. 27,063	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none \$814 \$1,097 \$1,097	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000 Tls. 165,000 Tls. 165,000 Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000 Tls. 37,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 4,500 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 20,000 Tls. 190,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 81 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 305
South China Morning Post, Limited	7,200	£20	£20	none \$814 \$1,097 \$1,097	Dr. \$41,034 \$1,134	Interim div. of 15/- for 1-year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	none \$814 \$1,097 \$1,097	\$1,134	None	8 1/2 %	\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$752	{ 70 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$752	\$9.90 for year ended 31.5.1906	6 1/2 %	\$450
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$4,500 \$4,500 \$4,500 \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10